DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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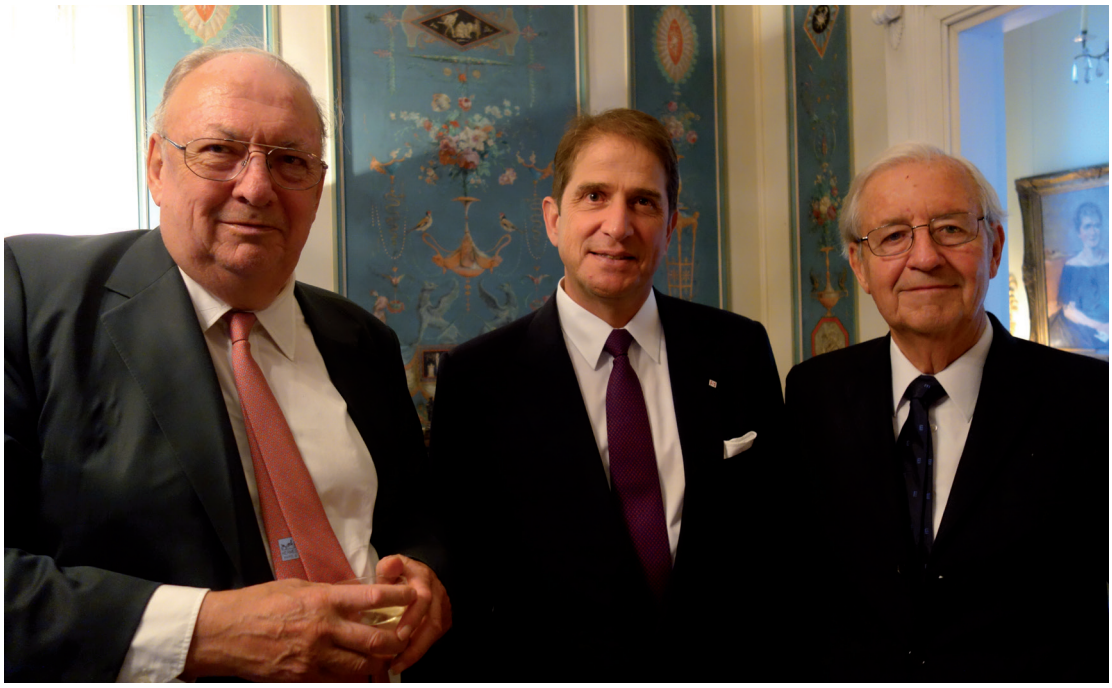


Dr Eberhart von Rantzau, Niels Stolt-Nielsen and Heinrich von Rantzau (left to right) sharing common interest at a private reception and dinner at the Rantzau family estate Weißes Haus in Hamburg

Successful partners in the E&S Tankers pool

Niels Stolt-Nielsen visits the von Rantzau family to strengthen ties in the chemical tanker business and to find further opportunities for cooperation

When Essberger Tankers entered into an alliance with the Stolt-Nielsen group from Norway in early 2021, there were big expectations. Under the joint name of E&S Tankers, the two competitors pooled their very similar chemical tanker fleet in terms of size in Europe's coastal trade. The 46 parcel tankers ranging from 4,000 to 11,300 dwt are operated from Essberger's office in Hamburg. The Essberger tankers are still sailing with their traditional blue "E" against a white background on their funnel, the Stolt tankers kept their white "S" against a red background.

Both shipowners have immense experience in the tanker business under their belt: John T. Essberger was founded 98 years ago, Stolt-Nielsen 66 years ago. John T. Essberger is a medium-sized company and market leader in the European coastal trade, the Stolt-Nielsen group is a major enterprise that operates worldwide in tanker shipping, bulk-liquid storage, and aquacultures. Both shipowners are family-run businesses headed by family members at the helm.

Trust and appreciation

After nearly two years of cooperation, one can say that E&S Tankers is not just a commercial success but that over time a close relationship based on trust and mutual appreciation has evolved between the partners.

When E&S Tankers was founded, they held regular personal meetings to evaluate business results, assess the market, discuss problems and clarify processes. The meetings were always on a management level and the latest one was held on Palmaille in Hamburg on 30 August 2022. Afterwards, Managing Directors Dr Eberhart and Heinrich von Rantzau invited the Norwegian friends to the Weißes Haus (White House) for a private dinner, which almost the entire von Rantzau family attended. Niels Stolt-Nielsen, Managing Owner of the Stolt-Nielsen group flew in from Oslo.

Both events served not only to allow conversations about other potential opportunities for

(continued on page 2)

I'd like to share with you three topics of interests important for the future of Deutsche Afrika-Linien and John T. Essberger.

The now completed sale of DAL's liner activities to Hapag-Lloyd AG was a huge watershed in our group of companies' history. However, South Africa remains in DAL's sights. The takeover of high-performance Durban Container Park together with our partner Sharaf Group is the first step towards extending our activities on the Cape of Good Hope.

E&S Tankers is developing very well, and promises strong annual results for 2022, though the current political and economic environment remains a risk factor. We also see an important role for the further expansion of E&S Tankers in cooperation with our partner Stolt-Nielsen. This company is one of the big players in the tanker business, and so far, our jointly run coastal tanker fleet has met all our expectations. Like JTE, Stolt-Nielsen is a family-run business whose owners think and plan for the long term: not only in a commercial sense but also with regard to dynastic issues. We recently had talks with CEO and owner Niels Stolt-Nielsen at Weißes Haus, where two generations of our family had the opportunity to get to know each other in a private setting. The conversations were marked by mutual trust and understanding and revealed potential for more extensive cooperation.

Climate change is a major concern for us, and a healthy world is of utmost interest to us. The challenge lies in achieving a climate-neutral fleet by 2045 as stipulated in the Sustainable Development Goals of the United Nations and as demanded by our business partners, banks and authorities.

Yours Heinrich von Rantzau

E&S Tankers has brought them together: Prior to the dinner members of the Stolt-Nielsen Group meeting the Essberger family in front of the Weisses Haus on Elbchaussee. The estate was built in 1796 by the famous Danish architect Christian Friedrich Hansen and purchased, renovated and decorated in 1934 by John T. Essberger and his wife Elsa. Front row from left: Bjarke Nissen (Managing Director Stolt-Nielsen), Jan Eghøj (Managing Director E&S Tankers) Patricia von Rantzau (wife of Dr Eberhart von Rantzau), Caroline von Rantzau (their daughter); middle row: Johann Heinrich von Rantzau (son of Heinrich and Annette von Rantzau), Annette von Rantzau, Dr Michael Triskatis (CFO DAL/JTE Group of Companies) Philipp von Rantzau (son of Eberhart and Patricia von Rantzau), Lucas Vos (President of Stolt-Nielsen), Georg von Rantzau (son of Heinrich and Annette von Rantzau); back row Heinrich von Rantzau, Niels Stolt-Nielsen, Dr Eberhart von Rantzau.

(continued from page 1)
cooperation but also to share their experience, particularly affecting privately owned companies and deal with when and how the future generations can be brought into the family business.

Of course, the focus of this harmonious meeting at the Weißes Haus was on getting to know each other. Thirteen guests attended and Niels Stolt-Nielsen had brought top management from Stolt Tankers, comprised of Lucas Vos (President Stolt-Nielsen) and Bjarke Nissen (Managing Director), the direct contact for E&S Tankers in Rotterdam. The von Rantzau family was represented by Dr Eberhart von Rantzau (Managing Owner of the Deutsche Afrika-Linien/John T. Essberger Group) and his wife Patricia von Rantzau with their two children Philipp, who recently started his master's degree in London, and Caroline, who is likewise studying in London, as well as by Heinrich von Rantzau and his wife Annette with their sons Georg von Rantzau, who meanwhile manages his own successful shipowning company, and Johann Heinrich von Rantzau. Their third son Christian Albrecht von Rantzau lives overseas and was not present. Attending from the office in Hamburg were Dr Michael Triskatis (Chief Financial Officer DAL/JTE Group) and Jan Eghoej (Managing Director E&S Tankers).

The meeting was not intended to formulate concrete plans. But the success of E&S Tankers and the good cooperation indicates that an expansion of this partnership has great potential.

New COO for Durban Container Park

On 15 July 2022 the purchase of Durban Container Park (Pty) Ltd was completed. Transglobe Holdings Pty Ltd, a joint venture between Deutsche Afrika-Linien, Hamburg, and our long-time agency partner Sharaf Group, Dubai, have officially acquired Durban Container Park (DCP) as new shareholders. DCP offers container storage places in Durban (8,000 TEU) and Cape Town (5,700 TEU).

The existing staff have all been retained. The founder directors Des Moir and Charles Olsen will retire in due course but has provided consultancy services in the interim. The new chief operating officer appointed by the shareholders, Mr Daniel Hunter, based out of Cape Town, comes with a wealth of experience in the logistic industry.

Daniel Hunter took over the responsibility of the Durban-Cape Town container park

World-class container depot

He says: "DCP was established in 2011 and is well recognised in the industry as a world-class container depot, warehousing and transport company, which specialises in container equipment, maintenance and repairs. Des Moir and Charles Olsen have built an organisation with a solid reputation of agile, flexible and efficient operations serving multiple customers in both the Durban and Cape Town regions. It is an honor and privilege to be taking over from them and I share the vision and purpose of the shareholders to build on the foundations laid by them, to further develop and grow the business, strengthening product offers and solutions to meet the increasing needs of our customers and stakeholders."

"Let's all work together on better shipping for a better future"

Katrien Van Itterbeeck is E&S Tankers' new sustainability manager and tells us about the environmental challenges and goals and why it is so important and what she is up to

The sustainable development goals (SDG's) are developed by the United Nations. They are 17 interlinked goals with 169 targets behind to address the global challenges we face today. They are meant as a blueprint towards overcoming these challenges – for example poverty and hunger, planet degradation, prosperous living for all, fostering of a peaceful, just and inclusive society and achieving a better and more sustainable future for all of us. The link to the general "5P" – or priority – strategy in sustainable development: people, planet, prosperity, partnership and peace.

From a global perspective, all the goals are equally important but for us as a company there might be goals which are more relevant and important to us and our activities than others. We will allow action towards all the goals but will not lose focus. We aim to company-wide identify where the biggest challenges and priorities lay for us and define "Focus SDGs" to build our group sustainability programme. In 1967 the current meaning of the expression "wicked problem" was introduced by American philosopher Charles West Churchman (1913-2004). This considers an issue – or, rather, challenge – that is difficult or impossible to solve due to the incomplete, contradictory or changing conditions for trouble-shooting. In addition, most of them are difficult to identify. Due to interdependencies there is also a chance that an attempt to solve the wicked problem is the "climate conundrum". For such complex challenges, the entire society has to provide answers to "push the transition" in motion in many different areas at the same time. I strongly believe that if we consider economic, ecological and societal interests there are still win-win proposals to be made, and projects and situations to identify that will lay the foundation for facing such challenges.

At John T. Essberger we can be one of the gears that need to start turning to help with the very small and the very big challenges. I am eager to help draw the outlines of a future strategy grown out of our core strength and values. I will continue to build on the achievements of my predecessor Dierk Hermann, who now enjoys his deserved retirement.

The toolbox that was created to unravel the biggest global challenges are the United Nation SDGs. We do not exclude any of the 17 SDGs agenda but determine the most relevant and important for us. The focus is now on determining a link to group and employee activities and current status/baseline and to get input of each department in terms of SDG selection in a guided brainstorm. For E&S Tankers, the strategic priorities on the priority list are ocean health, energy and climate, and circularity. We are now defining roadmaps towards our strategic goal: of which the first one shows a pathway to net zero emission by 2045.

There is virtually no place in the seven seas free of litter. This Coke can, drifting mid-ocean is just a colourful symbol of man-made waste. Climate killers like carbon and plastic fragments are invisible and a far greater threat to our future life on earth

Our new sustainability manager Katrien Van Itterbeek has chosen the painting of a sailing vessel as the background for her portrait: definitely a zero-emission vessel

Katrien Van Itterbeeck is a Belgian Fleming by birth. She graduated at the Antwerp Maritime Academy in 2013 and at the University of Antwerp in 2014, obtaining Master's degrees in nautical science and in environmental science. She worked in the operations department of Norwegian shipping company Saga Welco AS before starting her career at the Antwerp Port Authority in 2016, where the focus within different roles was placed on enabling shipping to become more sustainable, both through active internal and external policy development and concrete projects. Today she works for E&S Tankers to continue the same agenda. She moved to Hamburg in July 2022.

E&S Tankers' Chartering Desk:

All commercial activities of the chemical cargo business are performed by a young and dedicated crew from the

Dedicated workers, bursting with energy and obviously in a good mood: the E&S Tankers Commercial department is a young team but comes with a lot of experience. From left to right: Max Schüller, Katrien Van Itterbeek (Sustainability Manager, see page 3), Ole Ollmann, Hauke Hastedt, Jan Eghoej (Managing Director E&S Tankers), Marc Jahrish, Helena Le Roux, Christian Vang, Tim Schwasta, Frank Breuer, Martin Kaven. Not available for the photo session was Leif Nachwatal. Malte Willer was also absent, but you can find a photo of him on page 8.

The Chartering department works daily towards the most efficient planning of the E&S Tankers fleet, which today consists of 46 IMO 2 chemical tankers. The overall fleet planning is highly demanding and requires extensive know-how as we are dealing with transports of more than 200 different types of chemicals. In our daily work environment we are faced with constant changes impacted by alterations in cargo flows and ships positions. The key trading areas for the full fleet are the Continent, Baltic and the Mediterranean Sea and we currently have a portfolio of about 50% covered by contracts and the remainder on a spot basis. Every contract (COA) is handled by one broker who is the key account manager for that specific client, and everyone has backups in the team enabling everybody to successfully work with and around our clients' requirements.

Overall we promote that each individual team member takes ownership of their work and decisions, in line with the strategic E&S goals and fully supported by the management in that respect. The main focus for every broker is on making sure that the overall programme of the fleet is executed in the most efficient and reliable way and to take action where required. All the brokers' main task is to negotiate new contracts both on the spot and also on a longer term. Thereafter they make sure that any clients who decide to book the transport of their valuable products with E&S is taken care of to meet their needs and that the transport is accomplished to their full satisfaction.

Furthermore the team is dedicated to identifying and evaluating new short-term and long-term business opportunities that could be beneficial to the owners and shareholders of E&S Tankers. The overarching goal is to provide safe and reliable transport and thereby ideally utilise the full capacity of each ship to provide the most efficient turnaround. This is achieved by a highly skilled team that performs not only the previously mentioned tasks but also voyage calculations and, together with Operations, evaluates the vessels' best stowage and port rotations. This often keeps changing until the last moment before the actual voyage commences. Moreover, the team also takes part in producing statistics, reports, kpi, marketing and presentations, which is another important task in the Chartering team of E&S Tankers.

This is where the action is

Hamburg office/ Every contract is handled by one specific broker as the key account manager

Christian Vang is the Commercial Manager (spot). He was born in Copenhagen, Denmark, and is married to his Italian wife Giulia – and the proud father of Brando Theodor Vang who just turned one. He started his professional career as a shipping trainee with C. Breinholdt in Esbjerg. In 2004 he became an agent at the John T. Essberger Agency department and was promoted to broker in the Competitive Broker department in 2006, then as operator in Operations and later as broker in the Chartering department. In 2015 he left JTE to become Head of Chemical Desk with Messr Barry Rogliano Salles in Paris and 2017 returned to the John T. Essberger Chartering department, heading the spot business of the fleet before being promoted to his current position at E&S Tankers. He enjoys being part of a "young motivated and driven team where we are constantly being challenged by the daily business and considering and evaluating the various earning potentials". He adds: "Even though we are a young team we have all gained an exceptional knowledge span. It is exciting to see how our partnership with Stolt-Nielsen has developed throughout the last year. Being part of the shipping community is not just a job for me – it's more a passion and form of lifestyle."

Malte Willer has an extensive background in chemical tanker operations and chartering. He explains: "After working for chemical tanker owners in Hamburg and Switzerland, I joined Stolt-Nielsen in Rotterdam as a short- and deep-sea operator in 2011, and later as a broker at Stolt-Nielsen Intereuropean Service. After seven years of working in Rotterdam, I joined Essberger Tankers as a broker in 2018 when Crystal Nordic was just being integrated. In 2019 I took responsibility as Tradeline Manager for the Cont./Baltic region. With the establishment of E&S Tankers in January 2021, I assumed full responsibility as Commercial Manager in all the regions we cover. Today I am actively involved in the strategic development of E&S Tankers. I provide a framework to the broker / account manager setting and following up on targets in line with the company's overall strategic goals. I want to mention the highly professional and collaborative exchange with Stolt Tankers, including the commercial side for which we perform transhipments and also the ship management and vetting side, which serves part of our fleet as its technical manager." Last but not least it is fantastic to be part of such a young and dynamic team where everyone can make a difference by taking responsibility.

Frank Breuer, Senior Broker, tells us: "After high school I sailed for one and a half years on container vessels to gain some shipping experience. In 2001, I started as a trainee with John T. Essberger and subsequently worked in the Operations department. In 2005, I obtained my Bachelor in Shipping at the Institute of Chartered Shipbrokers and in 2007 I moved to the Chartering Desk as part of the Baltic team. In 2011, I became responsible for the new Med. trade now focusing on the Mediterranean trade in the Chartering department." What he likes about his job? "Parcelling up the vessels, squeezing in the last parcels and seeing what a difference that can make. Every day provides exciting challenges. It's fantastic to be part of the development of John T. Essberger over the last 20 years resulting in the strong position we have on the market."

Martin Kaven, Senior Broker, born in Hamburg, is married and the father of two sons, four and two years of age. In August 2008 he joined John T. Essberger as a trainee and subsequently worked as a port agent in Hamburg (Vopak Agencies). In 2014, when Operations and Chartering was relocated from Dordrecht to Hamburg, he returned to JTE's Ops department and in 2015 moved to the Chartering Desk with a focus on the Cont./Baltic department and since 2020 on the Mediterranean trade. "I like the contact with our customers and to get to know interesting people within our industry. It's fantastic to see JTE's developments in recent years resulting in a very strong position on our market."

Leif Nachwatal, broker, is also a real Hamburg lad. In 2014 he started working as a trainee at Hamburg-Süd. After finishing his apprenticeship, he became a customer export booking desk specialist with the famous liner company. In 2017 he switched to bulk shipping and worked as a commercial operator and later in chartering for Rudolf A. Oetker. In February 2020 he joined JTE/E&S Tankers. What he likes: "The flat hierarchy that gives us the opportunity to develop and work on our own projects and the daily conversations with many different customers of many nationalities."

Helena LeRoux, broker, joined John T. Essberger in 2009 as a trainee and subsequently moved to the Operations department. In 2017, she completed a bachelor's degree at the London Metropolitan University and in 2020 became a broker in the Chartering department of Essberger/E&S Tankers where she handles COA business as a key account manager with a focus on the Cont./Baltic trade within a team. "It's nice to work with a dynamic team in an international industry," she says.

Ole Ollman, broker, studied in Germany, Cyprus, Norway and the UK and worked for a small traditional German tanker owner in chartering and operations. In May 2021 he joined E&S Tankers as a broker to learn more about parcelling and chemical cargoes as well as market dynamics. "I am currently working as a broker on the spot team fixing cargoes. Being fresh to the team and to E&S Tankers leaves plenty of room for learning the basics of chemical markets and applying chartering skills from previous tanker experience. Daily changes are what makes this business very dynamic and challenging. With our motivated offshore and onshore teams, we are able to make things work for our customers and make best use of our vessels to minimise idle time and optimise the net results."

Marc Jarisch, broker, has ten years of experience in the shipping industry. This includes a traineeship at shipbroker Ernst Russ and then Peter Döhle. In 2015 he started working as a chartering broker in the tanker industry for Albis Shipping in Hamburg, focused mainly on spot North West and Mediterranean product tanker markets. "In 2019 I was looking for a new challenge in a principal position and was lucky enough to have the chance to join the Chartering department of JTE focusing on concluding contracts and scheduling ships in the name of Essberger Tankers," he says.

Max Schüller, broker, started his career in a small broking shop with ties to Maersk Broker allowing him to go to Copenhagen as trainee. After graduating he continued working in Hamburg for several years before he decided to work for a large broking firm in Paris with clients such as BP, Total, Vitol and Cepsa. In Paris he met Christian Vang, who now is his colleague. Finally, in 2018 it was time for him to switch sides and to join the Essberger/E&S Team in Hamburg. He is currently working in the Chartering department as a broker in the spot team.

Chemical tanker "Patricia Essberger" discharging at the port of Hamburg

Whereabouts

October 2022

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Robert Waldon	Jaroslaw Kawczynski	Piotr Popiel
Amalie Essberger	Daniel Kubacki	Jakub Nadaj	Vitaliy Kolesnyk
Anneliese Essberger	Jan Ten Wolde	Carl Marx Cidro	Pieter Pasterkamp
Annette Essberger	Waldemar Literski	Wojciech Nowak	Artur Krupa
Birthe Essberger	Cezary Niczyperowicz	Orhan Akyildiz	Andrzej Szyca
Caroline Essberger	Auke Bijlstra	Onno Smit	Ralph Huibers
Charlotte Essberger	Krzysztof Osuch	Roman Rybin	Sergey Panishev
Christian Essberger	Robert Szmaj	Robert Halicki	Oleksandr Samusenko
Coral Essberger	Lukasz Antczak	Tomasz Kozyra	Jan Niewierowski
Cuno Essberger	Andrey Grzhibovskiy	Miroslaw Majer	Stefan Tudorache
Dutch Aquamarine	Jeroen De Koster	Albertus Konijn	Pieter-Willem Mars
Dutch Emerald	Alex Buren	Sjoerd Rijndorp	Hendrik Van Schoonhoven
Dutch Spirit	Sander De Bos	Rik Bolwijn	Arnoldus Eland
Ellen Essberger	Adam Incewicz	Filip Rajner	Sergey Kononenko
Elsa Essberger	Boguslaw Giedziewicz	Edgars Seliverstovs	Roman Kulish
Georg Essberger	Gocha Bezhanidze	Adrian Mariak	Leonid Volkov
Gisela Essberger	Arkady Khramushin	Valeriy Dorofeev	Pavel Semyonov
Helga Essberger	Arkadiusz Duczynski	Maksim Naumcik	Pavel Kuzma
Johann Essberger	Deniss Tatarinovs	Pawel Bula	Marcin Prena
John Augustus Essberger	Jaroslaw Spors	Andrejs Krutikovs	Valeriy Bashkurov
Liesel Essberger	Thierry Micha	Marcin Zietek	Robert Piotr Starczewski
Lisa Essberger	Nicolaas Van Den Belt	Andre Steenbergen	Hendrik Post
Maersk Launceston	Janusz Urbanski	Efren Jr Chin	Pavlo Polishchuk
Nordic Saga	Rogen Calledo	Marlon Bien Gonzaga	Alexey Yakovlev
Nordic Sira	Ingi Hansen	Menard Responde	Fredrik Hollmen
Nordic Sola	Kent Baregg	Russel Derequito	Tomasz Wolczek
Nordic Sund	Leif Moller	Michael Mabunay	Vladimir Shapovalov
Patricia Essberger	Maciej Kaminski	Marcin Harasim	Zoran Zambata
Philipp Essberger	Tomasz Rembisz	Quirino II Agot	Taras Popov
Theodor Essberger	Ali Ayara	Viacheslav Leonov	Sergei Bondarenko
Ubena	Eugeniusz Naciuk	Rafel Nones	Piotr Turski
Ulanga	Cezary Trzeciakiewicz	Erwin Fanugon	Romeo Roman
Ursula Essberger	Albert Ten Wolde	Chris De Boer	Koen Schenk
Wilhelmine Essberger	Leonardus Kanters	Eriks Ciblis	Gerlof Tijink

Aus der Reederei-Familie

Jubiläen

40 Jahre

Capt. Albertus Johannes Antonius Linthorst, 21.10.1982

25 Jahre

Donnie Ortega Ogahayon, *PMP*, 25.08.1997

10 Jahre

Kristin Päuser, *E&S Tankers*, 01.08.2012

Besondere Geburtstage

85 Jahre

Jürgen Jobs, *Pensionär*, 22.09.1937

80 Jahre

Dieter Mann, *Pensionär*, 27.08.1942

75 Jahre

Paul Hopfen, *Pensionär*, 30.09.1947

70 Jahre

Gerd-Adolf Rathje, *Pensionär*, 02.09.1952

Ulrich Eggert, *Pensionär*, 31.10.1952

65 Jahre

Jan Hammer, *Pensionär*, 03.10.1957

60 Jahre

Adam Krzyzykowski, *Master*, 01.10.1962

Detlev Leu, *Ship Management*, 02.10.1962

50 Jahre

Rufino Jr. Bambilla Eugenio, *AB*, 08.08.1972

Marian Alexandru Cornea, *C/E*, 08.09.1972

Enrique Romero Lopez, *Master*, 20.09.1972

Neue Mitarbeiter an Land

Frank Asmussen, *Facility Management*

Manuel Borutta, *E&S Tankers*

Freya Homeyer, *E&S Tankers*

Henry Widderich, *E&S Tankers*

Neue Auszubildende an Land

Hannes Akkermann
Elias Franz
Dennis Sebuafor

Wir gratulieren zur Geburt eines Kindes

Julia Piirala, Tochter Sofia Mari, September 2022

Wir gedenken

Kurt Orlitsch (Pensionär), August 2022

Our trainees: faces of a new generation

Let's hope for all of us that Covid-19 is under control and we will have our new trainees in the office. As future shipping clerks we introduce (from left) Elias Franz, 19, born in Seligenstadt/Frankfurt but grew up in Hamburg, where he has always been fascinated by ships. He has done internships at NDR broadcasting service and at Thyssenkrupp steel works. Soccer, sailing, angling, and playing the horn are his hobbies.

Dennis **Senam Sebuafor**, 33, is from Accra, the capitol of Ghana, and wants to become a shipping clerk in Hamburg. He is a soccer enthusiast and plays the bass guitar. Finally, there is **Hannes Akkermann**, 22, from Bremen who already did an internship at OOCL and another internship at the Daimler plant, where joined the Procurement Vehicle Logistics department. He got interested in shipping by watching the ships on the Weser river. Commercial trade is what he wants learn at JTE.

E&S Tankers' "Dutch Spirit" now operating on the coast of Spain, loading water instead of chemicals

Potable water for Spain in dire straits

The seemingly endless summer with record temperatures in almost every part of Europe acaused severe droughts in southern Europe.

On 8 August, E & S Tankers' "Dutch Spirit" (4,500 dwt) was officially chartered by the Spanish government to ship potable water from Santurtzi (Bilbao)/Spain to Urdaibai, a UNESCO biosphere reserve situated along the coast of the Bay of Biscay. The operation went smoothly. The visit of "Dutch Spirit" in the port of Santurtzi stirred some public interest in the regional press and the El Correo newspaper ran a video on their website.

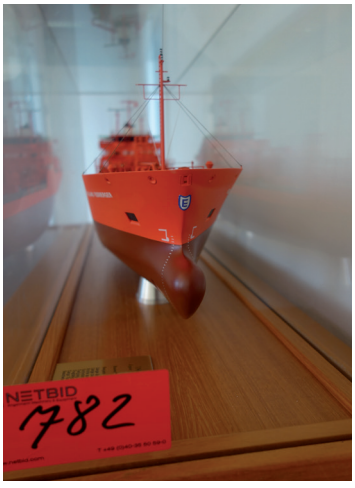
https://www.elcorreo.com/bizkaia/barco-garantizara-suministro-20220808110609-video.html

Sietas shipyard and the end of a great tradition

This is a rather sad story. The Pella Sietas shipyard on the Elbe river is going to disappear after 387 years of service to shipping. Founded in 1635 under the name of J.J. Sietas it is one of the oldest shipyards in the world. Until 2009 Sietas, was owned and run by the same family. Suffering from the international shipping crisis and stiff competition from the Far East, Sietas went bankrupt in 2009 and was subsequently taken over by the Russian Pella yard in St. Petersburg. In 2022 Pella Sietas declared bankruptcy and all the assets were put up for auction.

After WW2 Sietas had a solid reputation for building fish trawlers, smaller general cargo vessels and container feeder ships. Between 1986 and 2000 John T. Essberger ordered eight ice class chemical tankers with stainless steel tanks from Sietas, in size between 2,898 and 4,705 dwt: the "Heinrich", "Eberhart", "Lieselotte", "Roland, "John Augustus", "Annette", "Patricia" and "Christian". The quality of Sietas tankers was highly appreciated by Essberger and its customers.

At the auction, Essberger successfully bid on a 1:100 scale model of the "Roland Essberger" (ex-"Douro Chemist", 3,741 dwt) as a reminder of the long-standing cooperation with Sietas. The model is now at anchor on the 6th floor of the Palmaille head office. After being sold to Norwegian interests the now 30-year-old vessel is still in service operating under her current name "Key West" in the North Sea and Baltic area.



Lot no. 782 now on display in the head office in Hamburg is a 1:100 scale model of "Roland Essberger" purchased by Essberger at the Sietas final auction

For more information on the **DAL/JTE group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
Deutsche Afrika-Linien Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, fax: +49 40 38016-663, email: contact-dal@rantzau.de or
DAL Agency Durban, Sharaf House, 1st Floor La Lucia Ridge Office Estate, Umhlanga/Durban 4051, RSA, tel: +27 31 5829400, fax: +27 31 5829401 or
Essberger & Stolt Tankers Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

Tim Johannsen's camera drone will always be remembered: E&S Tankers team on top of the world. It's the Marsk Tower and sculpture, a landmark 36 metres above Denmark's sea level and high anxiety is nothing to mention

Team-building at the highest level

E&S Tankers' first group outing led to an art session and climbing the Marsk Tower, a landmark on the Danish coast

Christian Vang of E&S Tankers writes: "The E&S Tankers team had a fantastic trip to Denmark for the first team-building event since E&S Tankers was founded. It was a trip that was long planned, however due to Covid-19's negative impact the trip had to be postponed a few times.

Our course was set for destination Denmark, where we visited the South Sealand Art School in Sonderborg, close to the border to Germany, and took part in a sort of art team contest. Various cross-department teams were set up and their painting skills tested. Obviously, teamwork was essential for all of us to accomplish the main target and same was proven in view of art pieces shown in the images supplied by our photographer Tim Johannsen. Every group of three to four people had to paint one square without knowing how the puzzle was put together in the end: a real test in blending colours and keeping the lines.

After the successful art session, we moved to a camping ground on the west coast of Denmark where the fleet of campers was set up for the night. A fireplace was lit, and we enjoyed plenty of food and drinks, non-alcoholic, of course. Our daily work was handled remotely until we set sails back to Hamburg, tired but in good spirits."

Among the highlights of the trip was a visit to the Marsk Tower at the camp to get a new perspective on the beautiful marsh landscape, the Danish lowlands of the North Sea countryside. 25 metres above the ground, the Marks Tower lets you experience a 360-degree view of the marsh and the Wadden Sea National Park. Marsk Tower was designed by architects from the world-famous Danish design studio Bjarke Ingels Group. They are known for the design of the monumental Amager Bakke waste incineration plant in Copenhagen sporting a 450-metre-long artificial downhill skiing slope on the roof.

Marsk Tower is made of corten steel and is both a sculpture and an observation tower and is shaped like a double helix and designed in such a way that there is only one way up and one way down. The tower's natural dark colour is true to nature and therefore blends in with the surroundings despite being 36 metres above sea level.

Christian Vang concludes: "Team-building is always important, and the event went smoothly. Similar events will follow in the future."